293. VEHICLE FENDERS.
/
ENGLISH
7044/1898
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A.D. 1898. MARCH 23. Nº 7044.

(1 SHEET)

VON BUSECK'S COMPLETE SPECIFICATION.

Fenders
Folding Rigid Swivel

same as
Swiss 16,337
Swed. 10,398

Fig. 1.

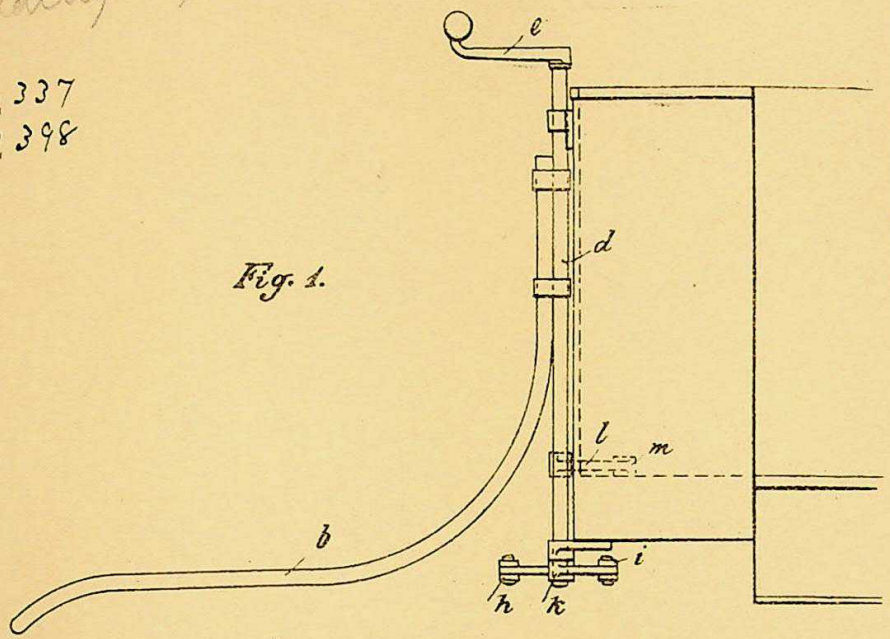
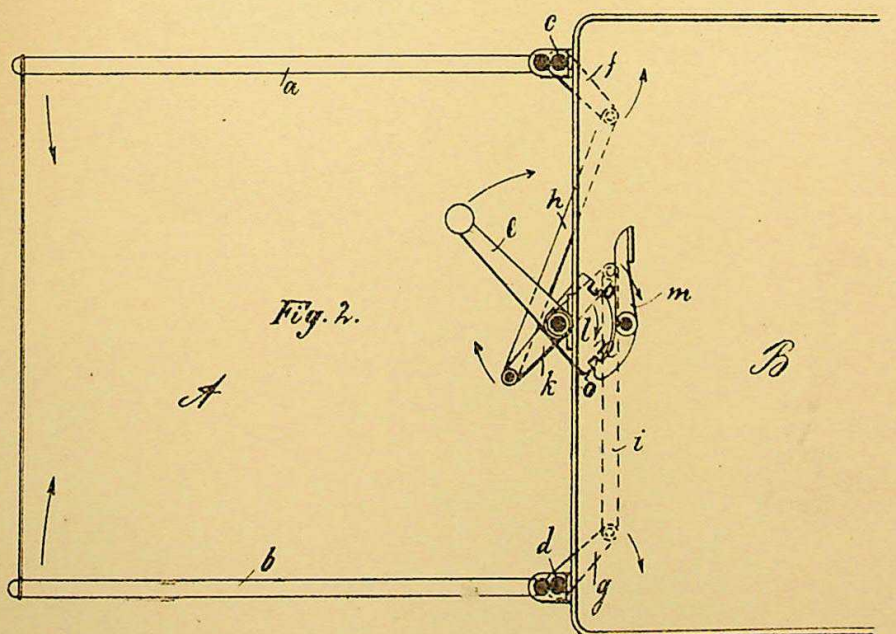


Fig. 2.



[This Drawing is a reproduction of the Original on a reduced scale]

DIV. 34.

Malby & Sons, Photo-Litho.

N° 7044 A.D. 1893

DUPLICATE

Date of Application, 23rd Mar., 1898—Accepted, 26th Nov., 1898

COMPLETE SPECIFICATION.

New and Useful Improvements in Safety Apparatus for Tramway or Railway Carriages or Cars and the like.

Oskar Freiherr von Buseck, Lieutenant, at Leipzig, Schlenssig, Koenneritz Strasse 110, do hereby declare the nature of this invention and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement:—

My invention relates to safety apparatus (for) and the object of my invention is to provide means for preventing accidents arising from being knocked down by running against a train. The safety apparatus consists substantially of a net secured to the front of the locomotive, motor waggon or the like, and capable of catching up the person meeting with the locomotive or the like. A further object of my invention is to provide simple and efficient mechanism for folding up the net, when not in use.

In the accompanying drawing Fig. 1 is a side view of the front portion of a car or waggon constructed in accordance with my invention, and Fig. 2 shows the plan of Fig. 1. The net A is fixed to the rods *a* and *b* pivoted to the front of the carriage or car B at *c* and *d*. The pivots *c* and *d* are connected to the double armed lever *k* by means of arms *f* and *g* and the links *h* and *i*. The double armed lever *k* is actuated by the crank *e* fixed to the same and journaled in the front of the carriage or car B. A pawl *m* pivotally secured to the bottom of the carriage or car B and provided with a tooth *n* serves to hold the rods *a* and *b* and the net A in the given position. For this purpose a quadrant *l* provided with two notches *o* is attached to the crank *e* in such a manner, that after turning the latter in the one or other direction the tooth *n* of the pawl *m* actuated by the foot of the attendant of the carriage or car B catches in the notches *o* of the quadrant *l*. When the crank *e* is moved in the direction of the arrow (see Fig. 2) the net A is folded up. It is evident that changes in, and modifications of the construction hereinbefore described, may be made without departing from the spirit of my invention, or sacrificing its advantages.

Having now particularly described and ascertained the nature of my said invention, and in what manner the same is to be performed, I declare that what I claim is:—

1. A safety apparatus comprising a net pivotally secured to the front of a carriage or car, and means for folding up the said net, substantially as and for the purpose set forth.

2. In combination with a carriage or car, rods pivotally secured to the front of the said carriage or car, a net fixed to the said rods, and means for turning the said rods, substantially as and for the purpose stated.

3. In combination with a carriage or car, rods pivotally secured to the front of the said carriage or car, a net fixed to the said rods, means for turning the said rods and means for holding the said rods in the given position, substantially as and for the purpose specified.

[*Price* 8*d*.]

4. In combination with a carriage or car, rods secured to the front of the said carriage or car, a net fixed to the said rods, pivots fitted to the said carriage or car and the said rods, a crank journaled in the front of the said carriage or car, a double armed lever attached to the said crank and connected to the said pivots, and means for holding the said rods and said net in the given position, substantially as and for the purpose described.

5. In combination with a carriage or car, rods secured to the front of the said carriage or car, a net fixed to the said rods, pivots fitted to the said carriage or car and the said rods, a crank journaled in the front of the said carriage or car, a double armed lever attached to the said crank, arms secured to the said pivots and connected to the said double armed lever and connected by links, and means for holding the said rods and said net in the given position, substantially as and for the purpose stated.

6. In combination with carriage or car, rods secured to the front of the said carriage or car, a net fixed to the said rods, pivots fitted to the said carriage or car and the said rods, a crank journaled in the front of the said carriage or car, a double armed lever attached to the said crank, armes secured to the said pivots and connected to the said double armed lever by links, a plate fixed to the said crank and provided with notches, and a pawl secured to the bottom of the said carriage or car and adapted to catch in the notches of the said plate, substantially as and for the purpose set forth.

Leipzig, the Twenty-first day of March 1898.

EDUARD LOEPER,
Agent, 3, Grimmaische Strasse 3.

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